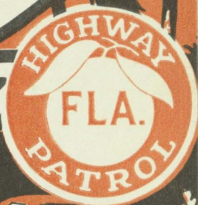


FLORIDA

Highways



Official Publication of

State Road Department of Florida---Florida Highway Patrol

FLORIDA STATE LIBRARY

VOLUME 10
NUMBER 6

MAY 1942



SERVICE MEN TO WRITE OF FLORIDA

See Page 2

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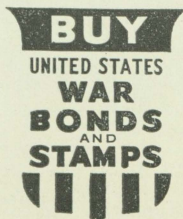


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Inquiries relating to the contest should be addressed to the WPA Art or Writers' Projects, 49 West Duval Street, Jacksonville.

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ENFORCEMENT STRONG ONE OF "THREE E's"

The three "E's" in traffic safety phraseology stand for Education, Enforcement, and Engineering. Countless volumes have been written and reams of paper have been consumed in an effort to carry the safety message to the citizenship.

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The age-old adage that "the law is no stronger than its enforcement" is vividly brought to our attention in this day of fast living on the highway and at home.

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FLORIDA HIGHWAYS

Official Publication State Road Department—Florida Highway Patrol

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 10

MAY 1942



NUMBER 6

J. E. ROBINSON

Publisher

SAM ELLIS

Editor

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the Editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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EDITORIALS

Critical Highways

WITH THE receipt this month of new Federal orders placing highway repair materials on the "critical materials" list the Florida highway construction program rests almost entirely in the hands of Uncle Sam for the duration. From now on, until victory, the work of the State Road Department will be devoted to giving the government what it wants in the way of access roads to its many military and naval posts and training institutions and in construction of highways deemed essential to the Nation's war effort.

The fact that Federal regulations are to govern highway construction in Florida, as well as in all other States, does not necessarily mean that road building is to be confined to those areas having army or navy training posts. Highways leading to posts, or to industrial centers, or to agricultural production areas, may be designated as essential to the war effort, because it is as important to furnish men with equipment and food as it is to train them. While the railroads are doing a good job in furnishing transportation for men and materials, the gas rationing program, so distasteful to Florida, is ample proof that they are not enough and that highway transportation is going to continue to play a prominent part in this country's eventual victory.

In this war the weapon carries the soldier rather than the soldier the weapon, as in the last war. That makes it necessary that we have well-constructed and, where possible, bee-line highways connecting training centers with embarkation ports and points on both coasts where invasion attempts may be made. With these highways, great bodies of men and weapons can be shifted from one point to another in less time than it would take to load them aboard railroad cars even if the rolling stock were available.

Thanks to efforts of the Florida Defense Council and Florida industrialists who are cooperating in securing war material contracts for small industries throughout the State, highways in almost every part of the State have become essential to the war effort. Some plants in the State are producing parts for machines which are assembled at other plants in the State or in northern and eastern industrial centers. It is necessary that these parts be delivered with the least possible delay and with the greatest possible regularity.

While figures are not available for any Florida plant now doing war material work it is probable that transportation requirements here are similar to plants in other States on which figures are available. In Michigan surveys by the State Highway Department covered 749 defense plants. In each plant some part of both incoming and outgoing freight was shipped by truck. In 70 percent of the plants half of the incoming materials were received by trucks; in 38 percent of the plants 90 percent of the incoming materials were received by truck and in 13 percent of the plants all incoming materials were by truck. Corresponding shipments of products were made by truck to extent of half in 76 percent of

the plants, 90 percent in 43 percent of the plants and all in 15 percent of the plants.

In the matter of delivery of fruits and vegetable produced in Florida highway transportation is a vital necessity and there is no doubt but that Federal authorities will take this into consideration when determining where "critical materials" are needed. While no figures are available to show just what portion of the Florida fruit and vegetable crops are shipped by truck, it is considerable and, in most cases, permits delivery at the point of consumption at a smaller cost than does rail transportation. Recent figures of the Florida Trucking Association, Inc., show that the nearly 100,000 trucks of the State paid some seven million dollars in gasoline taxes and two and a half million dollars in license taxes.

These facts indicate that access roads—those serving directly Army and Navy establishments—while they must continue to receive first consideration, are not the only highways which are important to a successful war effort. As Thomas H. MacDonald, Commissioner of Public Roads, stated recently, "the accelerated tempo of war production of all kinds, combined with the necessity for converting coastwise shipping facilities and deflecting traffic to the railroads, will place a larger share of the final burden of this conversion upon highway transport, thus emphasizing the need for adequate access to essential industrial plants and for the elimination of such critical deficiencies on the strategic network and such other important highways as may impede industrial transport."

The outlook for new construction, and for the preservation of highways already in existence in Florida, while gloomy in the face of the current Federal policy of tying up materials, may have a silver lining in the admission of Federal officials that highways, other than access roads, have importance. Even with the Federal government, through its control of materials, dictating which of our State roads are of most importance to the war effort, it appears likely that it will have to approve some new construction and some reconstruction. And, because it has taken away most of the State's gasoline tax revenue through gasoline and tire rationing, it should stand most of the expense.

State Road Department officials are reluctant to be quoted on road building plans until they have had an opportunity to see just what is going to happen to revenue under the rationing system. Efforts are still being made to have Florida eliminated from the area in which gasoline is rationed and, according to indication from Washington at the time this was written, there is some possibility of success.

Florida's State Road Department is not any different than the road-building agencies of other States in respect to new construction during the emergency period. All are making the same effort to assist the National government in winning the war and in making available materials and equipment needed.



FLORIDA FOURTH ESTATE

Rubber From The Everglades

Plans laid before agencies of the Federal government by the United States Sugar Corporation for producing rubber and other war materials from sugar cane, peanuts and sweet potatoes raised in the Everglades holds promise for one of the greatest enterprises ever developed in Florida.

Clarence R. Bitting, president of the sugar corporation, reveals, according to a news article published by the *Tampa Tribune*, that the necessary processes have been perfected by chemists in his company's research laboratories at Clewiston and the United States Department of Agriculture to manufacture vegetable rubber that is superior to the synthetic product made from petroleum. His company can begin turning out the rubber from Florida soil by next January if the War Production Board gives the word "go," and if the government will finance the enterprise to the extent of \$50,000,000. The company's investments together with others of the affected area will aggregate \$25,000,000.

Dr. B. A. Bourne, chief of research of the sugar corporation, is quoted as explaining that most synthetic rubber is produced from hydrocarbons of coal and petroleum which are rotted vegetable matter, but the new plan contemplates direct use of vegetable matter without having to wait ages for it to rot. The Everglades product can be turned out for about 30 cents a pound from peanuts, sweet potatoes and sugar cane.

The vegetable rubber is no good in its present development for automobile tires, but it is oil resistant and can be used for protective coatings for airplanes, coatings for textile fabrics for raincoats, balloon fabrics, pontoons, tarpaulins and gas mask fabrics. It can also make non-tin and non-glass containers for foodstuff, adhesives, certain types of resins, synthetic wool, high melting point coatings for food and confections, cooking compounds and soaps as well as other products used and useful in peacetime as well as in war.

Mr. Bitting proposes that 100,000 acres of Everglades land be devoted to the project if the government provides the necessary \$50,000,000 for plant construction. He estimates the project would give employment to heads of 20,000 families, and would produce up to 100,000 tons annually of urgently needed materials, through a new process not now being used.

No stretch of the imagination is needed to comprehend the importance of the proposed project to Florida, for the likelihood is that it would become a permanent enterprise. The cost of producing the synthetic rubber undoubtedly could be lowered in the course of operations so as to compete with the natural product in normal times.

That the government needs the 100,000 tons of materials that can be turned out is also emphasized by every statement made by

For Beauty and Safety

State Road Department employees are now engaged in removing billboards and other signs which violate Florida's outdoor advertising law.

These are along or within sight of public highways, in regions outside the corporate limits of cities and incorporated towns.

The work will continue, State officials indicate, until all such illegal and disfiguring signboards have been removed.

Owners were given ample time before April 1 to comply with the new law which was enacted by the last session of the legislature.

In fact they were given more than 120 days stipulated by the legislature to do so. Pending a Supreme Court ruling on the law (which was rendered on Dec. 19, upholding constitutionality of the measure), enforcement was withheld.

In addition to ridding the State of a lot of billboard eyesores, the new law will contribute to highway safety by regulating in the future the location upon which signs for which permits have been obtained, may be located.

One of the most effective restrictions should be that prohibiting billboards within 100 feet of the outside boundary of the maintained right-of-way of public highway intersections and/or railroad right-of-way intersections.

No advertising sign may be erected, either, within 100 feet of any church, school, cemetery, public park, reservation or school ground or of any State or National forest.

Florida—in consideration of the great benefits to be derived—should get and stay tough in enforcing this law.—*St. Petersburg Times*.

Memory is what steels upon you when you're listening to the average story.—*Fort Lauderdale News*.

People develop some quaint ideas where their pocketbooks or politics are involved.—*Bunnell Tribune*.

This is a time for courage. "The coward dies a thousand deaths, the brave, but one."—*Sanford Herald*.

officials of the government and others who are trying to find a solution for the problem presented by the rubber shortage.

Whether the proposal will be able to successfully run the gauntlet of the WPB and other wartime agencies, however, is another matter. Perhaps it is best to restrain optimism concerning the possible benefits from the enterprise until the proposal hurdles the major handicaps it must encounter before becoming a reality.—*Times-Union*.

Every Job Important

We like the sound and realistic attitude of R. Ambler Liggett, president of the Tampa chamber of commerce, regarding the part local merchants and other citizens must play in the National war effort.

In his talk before the Tampa Advertising Club the other day, Liggett stressed the fact that business men still must supply the needs of the people at home. He said he doubted that "half of our merchants will be out of business by this time next year," adding that the efforts of the county war contract pool would act to stabilize business conditions during the war.

By all this, President Liggett did not infer that business would continue as usual. On the contrary, he spoke of the necessity for cooperation and pointed to the fact that those who remain on the home front will just have to work much harder.

He's right, of course. The first duty of every man, woman and child is to do his or her job better than ever before, right up to the limit of ability. This applies not only to the direct war job in factory or shipyard, but to every job. In a total effort, every job is important.—*Tampa Tribune*.

One wit writes that the best way to save rubber these days is to take corners at high speeds, thus keeping two wheels off the ground.—*Sanford Herald*.

Let's hope that there will be no rationing of chewing gum. It keeps some jaws busy that would otherwise harm someone.—*Lake City Reporter*.

The order of the day, this doing without, appeals to some folks as long as it only touches the other fellow.—*The Macclenny Press*.

It's going to be pretty hard to lick a country working 60 hours a week when we are only working 40.—*Eustis Lake Region*.

Women may be required to turn in their diamonds. Then we'll find out that war really is hell.—*The Tampa Tribune*.

Modesty seems to be coming back again. Some people are too modest to speak the naked truth.—*Wewahatchka Breeze*.

If you don't dig deeper for stamps and bonds you might have to dig deep for a bomb-shelter.—*Milton Gazette*.

The easiest way to increase the number of law violators is to increase the number of laws.—*Bradenton Herald*.

Bought at home and used at home is a good motto.—*Winter Haven Chief*.

Slot Machine Opinion Recalled . . .

OPINION issued by Attorney General J. Tom Watson relating to slot machines quoted in the last issue of *Florida Highways* has been recalled and a new one issued.

The new opinion, given to Sheriff Tucker of Pinellas County, follows:

"While Chapter 18143, Acts of 1937 (The anti-slot machine act) provided that all coin-operated machines with an unpredictable result, adapted for gambling purposes, were contraband, the 1941 legislature, by Chapter 20956 (a revenue act) permits the use and operation of said machines by authorizing and permitting a license to be issued therefor. Said Chapter 20956 did not specifically repeal, and it affirmatively appears from the said revenue act that the legislature did not intend to repeal Chapter 18143 because provision is made by Section 19 thereof, among other things, as follows:

*"This section shall license all coin-operated machines, contrivances or devices operated for amusement and that do not dispense any form of prize or reward, but shall not be construed to authorize the use of any machine, contrivance or device for gambling or as a game of chance. * * *"*

"The Supreme Court of Florida, in *Stoutamire, Sheriff v. Pratt*, 5 So. (2d) 248, in construing the provision of Section 19, Chapter 20956, Laws of Florida, Acts of 1941, which licensed coin-operated machines stated:

" * * the legislative intent was to make it clear that machines of this sort should be lawful so long as they are not used for gambling and that so long as such machines are not used for gambling they may be operated under the license provided for in the latter act."*

And the court further held:

"The machine described in the bill of complaint unquestionably can be used as a means for gambling on an unpredictable result, but as long as it is not used for that purpose, but merely as a matter of amusement for those who play it, we think the legislature has made its use lawful by the phraseology used in the 1941 statute, supra."

"From the foregoing quoted 1941 statute and *Stoutamire* case I conclude that when a licensed machine is used for gambling purposes it again becomes subject to the provisions of the 1937 Act.

"It is my opinion that if the coin-operated machine or device dispenses any form of prize or reward it is not a proper machine to be licensed, is contraband and is subject to seizure and forfeiture as provided for by Chapter 18143, Acts of 1937.

"If said machine does not dispense any form of prize or reward and has been licensed under the above-mentioned statute for amusement purposes only, if a player of such machine uses it for gambling purposes he should be prosecuted under Section 5508 R. G. S. (Section 7666 C.G.L.) or Section 5514 R. G. S. (Section 7672 C. G. L.) for gambling.

"Your specific inquiry is: 'I would like to know if I have the right to confiscate the machines if anyone is caught gambling on them, and if so, what disposition I am to make of the machines after confiscating them.' I assume that your inquiry is directed to your right to seize licensed machines used for gambling, and their disposition after seizure.

"If such licensed machine is used for gambling purposes with the knowledge or consent of the owner, clerk, servant or operator of the location of such machine, the person permitting or consenting to the use of such machine for gambling purposes should be prosecuted under Section 5499 R. G. S. (Section 7657 C.G.L.) or Section 5500 R. G. S. (Section 7658 C.G.L.) for maintaining a gaming table, etc; and the amusement device may be seized

under either Chapter 18143, Acts of 1937, or Section 5507 R. G. S. (Section 7665 C. G. L.) to be used as evidence, and afterwards disposed of under the order of the court.

"A case might arise where the owner or operator of the location of such machine might question the seizure, disclaiming on his part any knowledge or consent of the machine being used for gambling purposes. As

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NEW CAR-TIRE BAN IS SAFETY DANGER

The ban on new automobiles and tires does not automatically solve the traffic accident problem, the National Safety Council declares.

"Since the curtailment was announced, there seems to be a growing belief that traffic accidents will drop," says Sidney J. Williams, director of public safety for the Council. "That theory isn't supported by fact."

Mr. Williams said the curtailment might reduce accidents if it does three things:

1. Reduce sharply the number of cars in use.
2. Influence those who do use cars to drive less.
3. Influence motorists to drive more slowly and carefully to prevent excessive wear or loss of the car in a wreck.

But it is more probable, Mr. Williams pointed out, that other factors may cause an actual increase in the traffic toll. They are:

1. Motorists will be driving older cars, and may find it difficult to keep them in safe condition because of a shortage of spare parts and skilled mechanics.
2. Tires in many instances will be used beyond the safety point.
3. Many cars discarded as unfit for service will go back on the road.
4. The tempo and urgency of war production and transportation will be increasing every day, further aggravating the problems that already have sent the traffic toll to record proportions.
5. Blackouts may come to many cities.

to this particular set of facts, it is my opinion that inasmuch as the machine is licensed only for amusement purposes, the owner or operator, knowing that it can unquestionably be used for gambling, is charged with the duty of seeing that the machine is only used within the scope of the purpose for which it was licensed. The garments of legitimacy clothe the machine only so long as the same is used for the purpose for which it was licensed by the State, such purpose being for amusement only, and when used for a purpose other than amusement (gambling) the machine may be seized and held for use in connection with any investigation, prosecution or other proceedings, and for disposition under order of court, as provided for by said Chapter 18143, Acts of 1937."

WHIPPING POST FOR D. D.'S IS PROPOSED

Says Municipal Judge William P. Murphy of Crookston, Minnesota: "punish drunken drivers at the whipping post."

Judge Murphy advocated such treatment during a heated discussion of traffic laws at the Minnesota Municipal Judges Association annual meeting.

Said Judge Murphy:

"Putting a man in jail or fining him only penalizes his family. As for society, it fails to profit by his incarceration.

"If I had my way I would advocate the use of the whipping post. Then the one who deserves punishment would receive it."

Ambulance Doctor: "Is there a woman here with old-fashioned ideas? I need a petticoat to make some bandages."

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This Man, Director W. C. Sherman

The name of Walter C. Sherman is going to be important in the lives of Floridians for the duration and Henry S. Wrenn, veteran Tallahassee correspondent, advises people of the State to get it thoroughly in mind in a story carried by the Associated Press.

"He's the head man in Florida for price control and commodity rationing," says Wrenn, pointing out that the orders that clear from his office in Tallahassee after being issued in Washington will fix the amount of sugar, gasoline and other things that can be bought and their price.

"So you should know Walter Colquitt Sherman," says Wrenn.

"He's 62 years old, 6 feet one inch tall, weighs 212 pounds, is white-haired, vigorous, husky voiced, plain spoken, quick smiling, keen-eyed.

"He's an 'old school' business man who kept pace with the times so that he's as modern as today. He grew up on a Georgia farm, came to Florida in 1912, made money in lumber and other business operations that spread to all parts of the State.

"He has sawmilled in many sections, operated stores and ship repair yards, a fishing fleet and a building material company. He knows all sections of Florida, and the seasonal business operations in all of them. He knows when the beans are picked in Belle Glade, when the oranges are ripe in Orlando and when the mullet fishing is best on the Gulf Coast.

"He knows thousands of people, including big business men and day laborers, and they call him by various nicknames. To some he's Uncle Walter, to others General and to others W. C.

"He and Mrs. Sherman—who 'runs the house at Panama City and takes care of the flowers'—have four children, all now married. Their two sons-in-law are in the army.

There are seven grandchildren, and to them the rationing and price administrator is Papa Sherman.

"His favorite recreations: Fishing, golf—I play a pretty damned good game'—and a shampoo applied by a good barber. 'A shampoo is so restful when you're tired in the head.'

"He likes white side pork and cornbread for breakfast, he'll push the main dish aside at lunch to get at the blackberry cobbler, and he rates no food better than pumpkin pie with a dash of salt on it.

"He reads the current magazines and newspapers to keep abreast the times, and he counts OPA and OPM regulations as 'required reading' so he can be informed on all subjects.

"He occupies a 10x10 office, with temporary desks and chairs. If you want to see him and shake hands with him there'll be room for you in that little office.

"That's Walter Colquitt Sherman,

the State director of the office of Price Administration."

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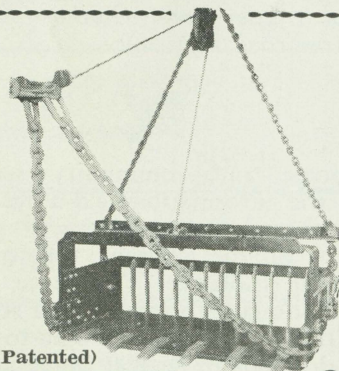
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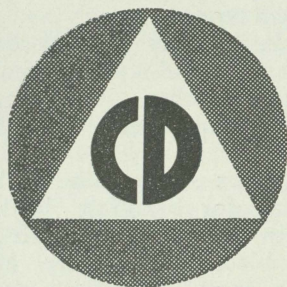
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FLORIDA CIVILIAN DEFENSE

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EXECUTIVE DIRECTOR
STATE DEFENSE COUNCIL

JOHN KILGORE
DIRECTOR
EDUCATION - INFORMATION



ONE OUT of every eight persons in Florida has enlisted in some Civilian Defense activity, according to a survey of report forms received by the State Defense Council.

Florida continues to lead all States in the fourth region in number of volunteers trained for duty. The survey through March shows 132,460 men and women under the Citizens' Defense Corps and 96,179 engaged in community services. In the corps 96,836 are men and 35,624 women.

While this number is impressive, leaders point out that much will have to be done if Florida's lead over other States in the southeast is to be maintained.



Florida ranks eleventh in population in the southeastern States but first in the number of books collected and delivered to camps in the Victory Book campaign. The total collection has gone over the one hundred thousand mark. Most of the books have been placed in Florida camps and USO centers. If you have books for members of the armed services, get in touch with your local Civilian Defense chairman.



Home and community services and the information, education and morale divisions will have charge of the physical fitness program in Florida. This is to assist the National effort to build a strong, healthy and energetic people to meet the demands of war at home and at the front. All age groups are included and the work will be administered through schools, civic, fraternal and volunteer organizations.



Something new has been subtracted from his honor's trousers and it will be easy to spot a new suit or pair of slacks. No cuffs. The WPB regulation is strict: "No person shall fin-

The basic emblem of Civilian Defense consists of the initials CD in red set in white triangle within blue circle.

The basic insignie may be worn by all enrolled civilian defense workers. It is the only symbol allowed for use on headgear, on which it may be reproduced in metal cloth, felt, or embroidered. On helmets it may be stencilled. For uniformed groups, only, the basic insignie may be worn on the lapels of uniform coats. It also may appear on stickers and plates for automobiles but in this form its use is restricted to vehicles employed in the work of Civilian Defense.

The use of the basic insignie on flags and banners for display is not restricted.

ish a pair of trousers made of wool cloth with cuffs or cause such to be finished with cuffs by another for his account." Zippers, pockets, buttons, belt loops? Yes! But, cuffs? Nix!



Florida's beaches will continue to be heat-escape resorts this summer despite the fact that they have been blacked out for the duration. The water is the same and basking in the sunshine in just as healthful as it ever was. Speed limits have been reduced at night but the play spots are as usual and all concessions open for business. All have arranged for inside light even if the street lights and signs have been dimmed to prevent them assisting the enemy in spotting merchant vessels. This summer will be a good time to get acquainted with Florida beaches and, in view of the gasoline and tire shortage, a good time to remember

that there is not a spot in the entire State farther than 60 miles from salt water.



Although his purpose is decidedly at odds with that of the Civil War Federal general, a gentleman by the name of Sherman is telling us what this war is. His initials are W. C. and he is State Rationing Administrator, the man who can say "no" without blinking an eye, but whose regulations are for all on an unbiased and unprivileged basis.

Administrator Sherman's latest advice is to save the tires you have, they'll likely be the last you have for a long, long time.

Synthetic rubber, about which so much is being printed in the daily press, will go first to the armed forces and they will need a lot of it. If there is any left it will go to essential activities among civilians.

In this connection, it might be well to remember that the U. S. Army has bought more horses in the last year than it did in the previous ten years and that the horse, believed outmoded by mechanized warfare, is still a vital factor for victory. More so now than ever because he can go through mud and water, over hill and dale, and he can run for some time after his fuel gives out.



"Tallahassee Sends Scrap to the Japs," is the headline over a full-page display of Leon County's salvage efforts. Pictures showed scrap paper being sorted and a truckload of rubber on the way for reclamation. Tallahassee is shipping one hundred eighty thousands pounds of iron weekly.



Handling of unexploded and delayed-action bombs has been placed exclusively in the hands of the Army and no bomb squads for this work will be organized in Florida communities. The area around such a bomb will be cleared by personnel

and guarded by volunteers of the Civilian Defense but actual work of removal will go to the Army.



Air raid protection rules for theatres have been sent to the 67 county and 64 local Defense Councils. Study of the bulletin, a publication of the Office of Civilian Defense, may result in the saving of many lives should an air raid be attempted in any city of the State.



There is no fire hazard if paper is kept separated from rags, matches, wiring and in a dry place, the salvage group points out. Housewives should keep their waste paper dry and ready for marketing. It is a needed item in the salvage program. There is plenty of it if all citizens make an effort to keep it in condition for re-use.



Training courses of two weeks each were started this week at the University of Florida for those who wish to become expert in civilian defense. Candidates are selected by county and local defense councils and instruction will be by chemical warfare officers and other experts following the general plan of similar schools at Edgewood Arsenal and Texas A. and M. The Florida quota for each two-weeks period is five candidates. There is no charge for tuition and texts but arrangements must be made for traveling expense and living expense in Gainesville. This may be done by the individual or by the county or local defense unit.



National recognition was given to Florida's salvage program in the recent publication of *The Publishers' Auxiliary* from Editor Dick Pound's (Lake Butler) story on Union County's activities. Union County's "MacArthur Day" for scrap materials was a great success and many other Florida counties are taking up the idea. Newspapers are taking a prominent part in the promotion of these events which are largely responsible for the State's wonderful

showing in the salvage campaign. Country stores also are doing their share in the work by becoming concentration centers.



"There's gold in them there hills" is slightly revised but nevertheless true in Dade County where salvage workers have discovered a metal mine which is just as likely to produce copper and brass as it is iron, tin and lead. It is an abandoned rock quarry which was the hiding place for worn out automobiles and all sorts of junk during the years when the material was not worth the task of separation and grading. Many tons have already been recovered by a dealer and much more will come out. The city gets a royalty of \$1.25 a ton on the junk removed and, from all accounts, everyone is happy.

IF you pass on the curves
OR pass on a hill,
IF the cops don't get you
THE undertaker will.

MORE TRAINS MAKE CROSSINGS DANGEROUS

With high-speed trains moving war materials to industrial centers and perishable materials to markets at a greater rate than ever before, it becomes more important that Florida motorists stop, look and listen at grade crossings.

Here are some safe-driving practices for grade crossings:

- 1—Always reduce speed when approaching a grade crossing.
- 2—Always look both ways for approaching trains.
- 3—Be sure the window near the driver is rolled down when approaching a grade crossing so the driver may hear the whistle, bell or other warning signal.
- 4—If a train is approaching fairly near, stop and wait till it passes.
- 5—At double-track crossings, be sure to watch for trains on both tracks.
- 6—When warning signal is in motion, stop and let the train pass.
- 7—If view along the tracks is obstructed, approach with caution, slow down to 20 miles an hour.
- 8—Observe equal caution at branch line crossings.
- 9—Never overtake and pass another vehicle on a grade crossing.
- 10—If necessary to shift gears at a grade crossing, slow down and shift before starting up the hill, don't shift on the grade or while on the tracks.

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Florida Closest Summer Playground

FLORIDA resort owners dependent on the summer vacationist, particularly those along the northwest Florida Gulf coast and the upper Atlantic coast, need not be so downhearted over tire and gasoline rationing. Those summer frolic areas, and many farther down the peninsula, are closer to a larger percentage of the country's population than are other resorts and, in all probability, will get a good "play" this summer.

According to a survey conducted by the American Automobile Association, the average American motorist has tires that will last him another year without any special effort on his part to save them, but he's going to try to save them by taking shorter and fewer trips during the summer. Considering Florida's summer playground geographical position in relation to the geographical position of other play areas, that situation will be right down our alley.

The AAA survey is given support by the research department of the Fenner & Bean investment firm which has conducted an investigation thru the 93 branch offices of that concern. This company finds:

Less driving is planned this year by 72.4 percent of the motorists questioned, while 60 percent intend to reduce their driving 25 percent below last year's mileage.

In other words, those motorists living in the eastern part of the United States who have been vacationing in the far west, or in that portion of the country west of the Mississippi River, are going to find pleasure spots nearer to home this summer. Instead of long trips into the National Parks of the Rocky Mountains and on the Pacific coast, these folks are going to cut down on the gasoline consumption and on the wear of tires by a run to the coast. And it is more than likely to be the east coast of Florida or the northwest Florida coast and the nearer resorts on the west side of the peninsula.

There is no question but that the pinch is already being felt. The reduction in gasoline consumption as reported by the State Road Department is ample evidence that people are cutting down on travel. But motorists are not going to put up their cars when there is a pleasure resort within a hundred or two miles and they can be expected, although business will not be as usual.

The American Automobile Association, estimating that yearly 50,000,000 Americans take motor vacation trips and spend about five billion dollars doing it, said:

"Our affiliated clubs generally are expecting a much greater ratio of short-distance to long-distance vacation travel.

"Undoubtedly there will be more stop-over and less traveling on vacation trips. Many people already are taking their vacation trips by plane, train, boat or bus rather than by automobile."

"On the average," the report of the Fenner & Bean survey said, "the American motorist can drive for another year on his present tires without benefit of economies in car use."

The report said the American driving public is reasonably well-protected against tire shortages, with almost every one owning a spare tire while one out of three had a new spare.

About 6.5 percent of those answering the survey's questions had two or more new spares.

If this small group found by the survey was typical of the country as a whole, the government, if necessary, could commandeer from them a

total of 1,500,000 new tires, still leaving these motorists one new spare each.

The AAA, finding that already because of the war long-distance automobile trips have been curtailed sharply, said that "literally to millions of persons, expenditures by motor vacationists represent an im-

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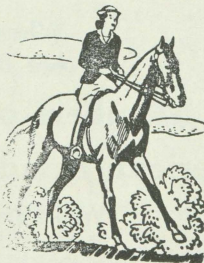
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Special Purpose Woods Available .

FLORIDA'S limited sub-tropical forests furnish several special purpose woods that find moderate markets, but their potentialities hardly have been touched, according to the State Forestry Department.

The limited woods, because of their comparative scarcity, could not support great operations like pine, cypress and the various plentiful hardwoods do, but they could supply small local industries.

Florida, ash, for instance, is preferred for building skis because it is tough and rigid, and before the war it was exported to Scandinavian countries for that purpose. Only a little ash remains in the State.

One concern markets small dogwood blocks to New England and British textile firms, which make them into shuttles for their looms.

Cabbage palmetto, most prolific of the palms, has several uses besides furnishing the familiar fiber product like whisk brooms and door mats.

It is used considerably in the State for light structure pilings, but little goes out of Florida although it is superior to pine in resistance to marine borers.

Light but tough porch and patio furniture is being made from the palmetto frond stems. One firm has developed a fireproof and waterproof pressed building block which has waste from a palm fiber plant for its base.

Others make stiff scrubbing brushes, dental plate brushes—and even tooth brushes—entirely from the palm wood. Thin cross-section cuts of the palmetto trunk make excellent hot-dish mats, and are used for wall plaques when tooled and decorated.

portant source of primary or secondary revenue or income."

The estimated five billions spent annually by motoring vacationists, according to the AAA, was distributed as follows:

One billion for gasoline, oil, repairs and garaging; another billion for overnight accommodations; \$1,-250,000,000 for camping supplies, souvenirs, knick-knacks and other retail purchases; \$1,050,000,000 for meals; \$400,000,000 on the golf course, theaters, and other amusements; and \$300,000,000 for soft drinks and other refreshments along the way.

Native mahogany that grows on the Florida keys is used extensively in that section for boat trim, and experiments have shown that African mahogany will outgrow pine in the Everglades.

Tupelo gum is used for veneer and artificial mahogany cigar boxes. It also is fine for food containers because it is odorless and will not taint the food.

Little has been done with the State's great growths of bamboo, but a New England ski manufacturer has inquired recently about obtaining big quantities to be made into ski poles. His usual sources, China and Japan, have been cut off.

Another inquiry recently was for information on feasibility of extracting tannic acid from the bark of mangroves which grow profusely along the Florida coast. Chestnut is used largely in this country for tannic acid, an essential of the leather industry, but some Philippine and Borneo mangrove bark has been used.

Wood of the mangrove has been found superior to bone for knife handles.

The cajeput, commonly known as the punk tree, can be stripped of its peeling bark for manufacture of novelties similar to those now made of birch bark, and forestry officials believe the bark has possibilities for insulation materials. Oil from the leaves has medicinal value.

The kapok, which has a cotton-like fiber around its seeds that is used for mattress and pillow stuffing, will grow rapidly in south Florida. Most of the present kapok supply comes from Caribbean islands.

Several Florida woods have excellent qualities for furniture—particularly the Brazilian oak, mangrove, native wild cherry and the cajeput—but are not prepared for the lumber market because of the limited amount available.

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Patrolman Tells How to Save Gas . .

With the amount of gasoline to each motorist limited by the Federal rationing system it becomes more important that Florida motorists know how to get the most mileage out of their meagre supply.

Gasoline mileage is governed to a great extent by the driver although it is important that the carburetor be properly adjusted and the motor properly timed. Some drivers can get more miles per gallon with the same car and with seemingly no less effort.

A Florida highway patrolman who covers plenty of miles of highway every day and under all conditions says that the motor of your car can use only a certain amount of fuel and that any additional amount taken in through a wide-open throttle is wasted. One of the many ways to waste fuel is to press the accelerator to the floor at intervals while waiting at a traffic light or other stops. Another way is to depress the accelerator while making a grade further than the motor will stand. Another way is to step on it while attempting to gain speed, thus flooding the motor and wasting fuel. Another way is to speed up to an intersection and apply the brakes quickly.

The most common cause of excess use of gasoline is by speeding. It is an established fact that 49 gallons of gas will take the average car 1,000 miles at a cost of about \$10 while it will take 58 gallons of gas to take the same car the same 1,000 miles at 45 miles an hour and 78 gallons of gas, costing about \$15, to take the same car the same 1,000 miles at 65 miles an hour. Speed also costs in tires and tubes, oil, depreciation and maintenance. Tire cost of 1,000 miles at 25 miles an hour is \$1.80 while it is \$6.75 when traveling at 65 miles an hour. A dollar's worth of oil will carry you the 1,000 miles at 25 miles an hour while it takes twice as much at 65 miles an hour. Depreciation and maintenance at 25 miles an hour is \$8 while at 65 miles an hour it runs to \$25.

CAN ESCAPE CRASHES DUE MECHANICAL FAULTS

Each year in the United States an average of about 900 persons are killed and about 20,000 others are injured as the result of accidents attributed to faulty brakes. Brakes

wear out gradually from constant use. They often become defective so gradually that their defective condition is not realized until they fail in an emergency stop. Brakes should be inspected periodically, and should be kept in top shape at all times.

Then there's the matter of tires. Between 500 and 600 persons are killed in the United States each year and around 9,000 others are injured in accidents which had their origin in a puncture or blowout. These figures don't include the skidding accidents caused by tires that were worn smooth. Tires like brakes should be inspected regularly. This is particularly important with present restrictions.

Another 700 deaths in the United States each year are the direct result of faulty headlights, and in nearly half of these accidents the trouble is glare. Frequent attention to lights may save a great deal of trouble and expense.

These are the major items to be checked: brakes, tires and headlights. In addition to these items the car should be given a general inspection regularly to guard against accidents resulting from mechanical failure.

Many fatal accidents have been caused when drivers who had a minor accident failed to move their cars completely off the highway before stopping. Other cars coming rapidly from both directions are likely to crash into stalled autos, frequently costing one or more lives.

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Truck Owners Get New Regulation

Truck owners using Florida highways will go under full war-time restrictions on June 1, according to announcement of H. E. McDaniel, field manager of the office of defense transportation from his Jacksonville headquarters.

Four general orders governing the loading and travel of freight trucks will go into effect on that date and McDaniel has urged that all truck owners study them and that the general public cooperate in facilitating changes of delivery schedules in order to conserve space, tires and equipment.

The first of these four regulations, known as order No. 3, applies to common carriers for hire and prohibits any truck from returning from a trip with less than 75 percent of capacity load if any such carrier has goods awaiting transportation along that route. It also requires that the truck be loaded to capacity at its original starting point and to 75 percent capacity on the return, or be loaded to 75 percent of capacity at point of origin and to 100 percent capacity on its return.

Common carriers are permitted to pool traffic, revenues and loading or other facilities upon application to the office of Defense Transportation.

The second regulation, known as general order No. 4, applies to contract carriers and carries similar provisions as the order relating to common carrier. Pooling of deliveries also is permitted under certain conditions.

General order No. 5 applying to so-called "over-the-road" carriers provides load requirements similar to the first two orders. Common contract and private carriers are not permitted to go to a nearby point to pick up a return load if it would remove such traffic from other carrier or prevent another carrier from complying with the order.

The other regulation, general order No. 6, applies to local delivery carriers such as bread trucks within the city limits, milk, beer and other local deliveries from retail stores within the limits of a town, and requires a 25 percent reduction in mileage compared with operations for the corresponding calendar months of 1941. It applies only to rubber-tired vehicles. It applies to over-the-road carriers which do not exceed 15 miles, or between municipalities or areas contiguous to a given municipality.

PAINTINGS SECURITY FOR RINGLING LOAN

Valuable paintings in the Ringling Art Museum and a one-third interest in the Ringling Brothers and Barnum and Bailey Circus will be security for a loan of \$525,000 for Federal income tax claims against the Ringling estate which has been willed to Florida. The State cabinet approved the plan and the loan will come from the Manufacturers Trust Company, New York.

MARTIN IS APPOINTED TO UNIVERSITY CHAIR

Appointment of John F. Martin as acting director of the Institute of Inter-American affairs of the University of Florida by President John J. Tigert has been approved by the State Board of Control.

Martin, who possesses wide experience in diplomatic service and a former Princeton university faculty member, will succeed Dr. Rollin S. Atwood who has been granted leave of absence to serve as junior economic analyst in the American embassy at Quito, Ecuador.

You are an old timer if you remember when the most daring feminine apparel was the "slit skirt."—Clermont Press.

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Advises Industry Diversification . . .

DIVERSIFICATION of Florida industries to meet any financial crisis which may arise is a need demonstrated by the war, according to G. G. Ware, Leesburg, chairman of the industrial division of the Florida State chamber of commerce.

"Conversion of peacetime production to war production has taught us that present industries should be expanded wherever possible and new industries should be established to act as a shock absorber during emergency periods," said Ware. "It is impossible to foresee just what conditions will be after the war is over and we will be wise to provide for any eventuality."

In stating the policy of the State chamber's industrial division, Ware stated that expansion possibilities to be studied may include various uses of Florida's natural mineral resources such as the production of magnesium compounds from Florida dolomite and from underground brines; obtaining heavy metals from the State's deposits of ilmenite, zircon and rutile; expansion of ceramics industry, especially the manufacture of pottery, bricks and tile; expansion of the glass industry by using Florida sands and limestone; and the expansion of fertilizer processing plants, utilizing Florida phosphate in the production of calcium metaphosphates.

In the agricultural processing field Ware pointed out possibilities in production of citrus concentrates and oils; the manufacturing of plastics; industrial alcohol; cattle feed from citrus products and waste material; expansion and introduction of considerable new products from castor beans, perilla, rape seed and camphor, with attendant processing plants; tanneries and leather processing plants using Florida hides; and the decortication and processing of ramie into textiles.

"Processing of agricultural products already grown here also offers a field for industrial expansion," Ware said, "especially in the establishment of oil pressing plants for peanuts, food and feed dehydration, starch mills, and plants for higher processing and treatment of wood and timber in the manufacture of plastics and plywoods."

BE READY FOR REPAIRS

In recent years many motorists have gotten out of the habit of

keeping tube repair equipment and blow-out patches in their cars, preferring to change the whole tire or wheel and allow a service station to make the necessary repair. However, on a long tour through sparsely settled regions, the motorist should take along his own patching materials particularly during these days of scarce tires. It is a wise motorist who will practice the repair work at home before the actual emergency arises on the road far from civilization.

FLORIDA IS FIRST IN WAR BONDS PURCHASE

Purchases of \$60,731,690 worth of war bonds and stamps during the year ending April 30 put Florida first in the South in per capita buying of the securities, according to an announcement of Administrator John L. Fahs.

STANDARD LOWERED

War emergency certificates will be issued to teachers making a grade of 65 or higher on examinations for teacher credentials, according to decision of the State Board of Education. Regular requirement is 85 for a passing grade but scarcity of instructors caused the standard to be lowered. The certificates will be good for one year.

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12 DRIVING RULES TO CONSERVE TIRES

Anticipate stops far in advance and bring the car to a gradual stop rather than jam on the brakes and skid the tires.

Start gradually and accelerate evenly but not too rapidly.

Do not spin the wheels on ice, snow, in loose gravel, cinders, or mud. Instead shift into second.

Avoid scraping or hitting the curb when parking a car as this may break the fiber in the sidewalls of a tire.

Reduce speed or shift into second when rounding a turn thus reducing the lateral pressure on tires.

Avoid "screeching" tires at any time as it means too much speed for the maneuver, waste and poor driving.

Keep the tires inflated to the proper air pressure.

Keep the wheels properly balanced and in proper alignment.

Alternate the tires every 5,000 miles.

Reduce the speed to about 20 miles per hour or even less when operating on a coarse gravel road, a road full of chuck holes, or a bumpy thoroughfare.

Drive around humps, glass, rocks, or foreign substance in the road and do not operate on street car tracks.

Keep the speed to a minimum!

The wear and tear on tires is lessened, the outside pressure on the tires is reduced so that blow-outs are less apt to occur, and one's safety will be greatly increased.

Judge: "Who was driving when you had the accident?"

Drunk (triumphantly): "None of us, judge; we was all in the back seat."

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BIRTLEY CONTRIBUTES TO ECONOMY MEASURES

As his contribution to the effort to save tires and gasoline, H. M. Birtley, secretary of the Florida Section of the American Road Builders' association with headquarters in Tallahassee, has let himself in for a lot of additional work on an already crowded schedule.

In view of the serious transportation situation and the increasing difficulty in getting in and out of Tallahassee, Birtley has volunteered to handle members' dealing with the State Road Department or any other Tallahassee agency through mail or wire instructions.

Contractors are invited to send their sealed bids to Birtley with their instructions while material members are invited to send their quotations to be posted in the section's office or distributed as instructed.

"There should be many other items on which your time can be saved and I hope that you will give consideration to the suggestion," says Birtley in a general memorandum to members.

STATE CONVICTS CANNOT BE LEASED TO COUNTIES

Counties cannot lease State convicts for work on roads, according to an opinion given the State cabinet by Attorney General Watson, in answer to a request coming from Hamilton County.

The attorney general stated that counties may arrange transfer of their own prisoners for work in another county, and that the State Road Department may use State prisoners under its supervision for State highway maintenance in any county, but that there is no authority for the leasing of State convicts to the various counties.

SEEK TO FINISH STRIP OF GULF COAST HIGHWAY

The State Road Department has applied for priorities on the 21-mile stretch of the Gulf Coastal highway between Lebanon Station and Crystal River, which would cut 30 miles off the distance from St. Petersburg to Tallahassee, and a section of No. 8 between Dundee and Haines City on the grounds that the projects were started before April 9. Work was stopped by the War Production Board.

"We are using every effort possible to get a ruling," Governor Holland told a Pinellas delegation.

BEER CONSUMPTION IN FLORIDA ON INCREASE

More than a million half-pint bottles of whiskey and 15,134,907 pints of beer in bottles and 245,412 gallons of draft beer from kegs and 190,407 gallons of wine were consumed by Floridians and visitors during April, according to report of the State Beverage Department.

State revenue from beverage taxes for the month ran \$514,872 against \$412,812 for the same month last year. In the 10 months from July 1 last year the beverage tax totaled \$5,000,353 of which \$3,938,000 went to old-age pensions and other welfare and \$562,000 for school teachers' salaries.

HOLLAND IS INITIATED INTO EMORY FRATERNITY

Governor Spessard L. Holland became an honorary member of Emory University Chapter of Phi Beta Kappa in a ceremony conducted at the Atlanta school this month. Governor Holland graduated magna cum laude in 1912, later entering the University of Florida.

COMMENDS TEACHERS IN VOLUNTEER SERVICES

Teachers, superintendents, principals and civilian volunteers who handled sugar and gasoline rationing registration were praised by Governor Spessard L. Holland in a letter to Superintendent of Public Instruc-

tion Colin English early this month.

The governor stated that the registration was handled in an "efficient and splendid way."

SAYS SACCHARIN NOT GOOD SUGAR SUBSTITUTE

Saccharin is unsafe for general use as a substitute for sugar in canning fruits and should not be used, according to a warning issued by Isabelle S. Thursby, State Home Demonstration Department food specialist.

Saccharin is a derivative of coal tar and, although it is 300 times sweeter than sugar, possesses no food value and should not be used except by doctor's prescription.

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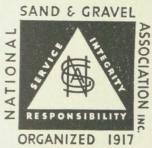
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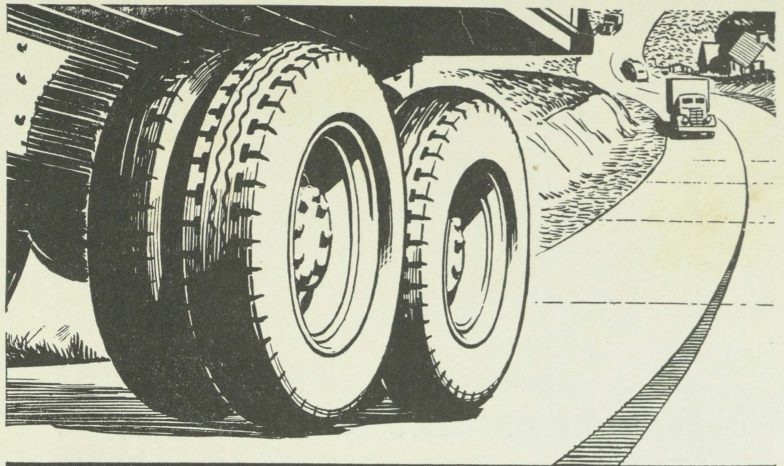
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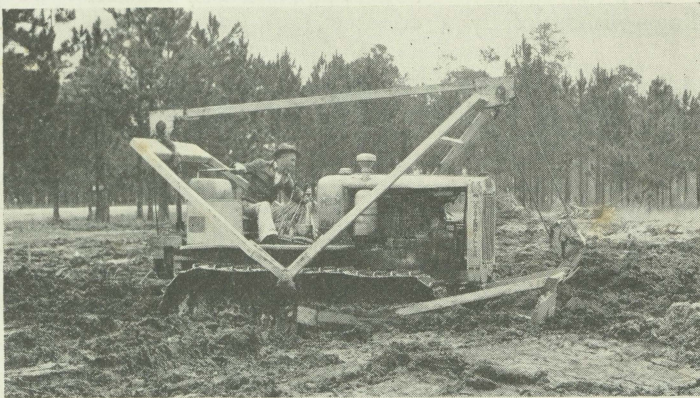
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